

# ADVERTISE!

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**THE CHINA MAIL.**  
THE POPULAR AND LEADING PAPER.

# The China Mail.

ESTABLISHED 1845.

# PRINTING

OF EVERY DESCRIPTION  
Promptly, Neatly, &  
Cheaply Executed  
AT THE  
**'China Mail Office,'**  
5 WYNDHAM STREET.

No. 11,376.

號二十月八年九十九百八千一英

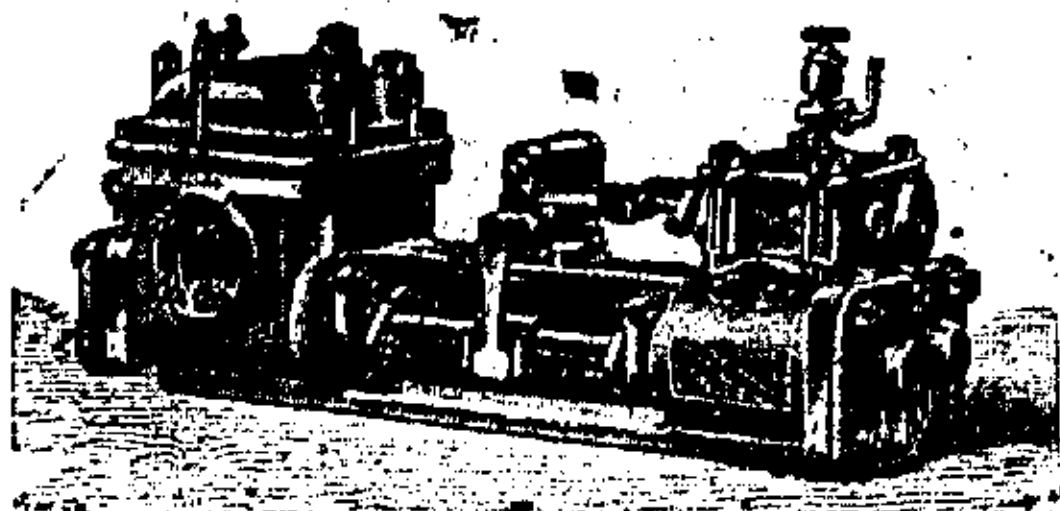
HONGKONG, TUESDAY, AUGUST 22, 1899.

日七十月七年亥己

PRICE, \$2.50 per Month.

## Business Notices.

## W. S. BAILEY & Co.,



17, PRAYA CENTRAL.

PUMPS, PACKINGS, AND GENERAL STORES.

STEAM LAUNCHES BOUGHT,

SOLD OR BUILT TO ORDER,

By W. S. BAILEY,

Consulting and Superintending Engineer and Surveyor.

### THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the Company's Office, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 26th day of August, 1899, at 12 o'clock Noon, when the subjoined Resolution will be proposed:

1. That the Capital of the Company be increased to the sum of \$800,000 by the issue of 80,000 New Shares of \$10 each, which shall be considered part of the Original Capital and be subject to the provisions in the will reference to CALLS Transfer Transmission and Surrender voting power, and otherwise and that the Directors be authorized to issue such New Shares at par.
2. That the said New Shares be offered to the Persons who on the 16th day of September, 1899, shall be Registered Members of the existing Shares in the proportion of a New Share for each existing Share held by them.

By Order of the Board,  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, August 11, 1899. 1893

### THE PENJOM MINING COMPANY, LIMITED.

IN Accordance with Articles Nos. 26 and 27 of the Articles of Association of the Company, Notice is hereby given that the following Shares will be liable to be FORFEITED, unless the CALL DUE on the 17th Day of April, last be PAID, together with Interest at 10% per Annum, at the Office of the Company, No. 9, PRAYA CENTRAL, on or before the 1st day of September, 1899.

The following are the distinguishing Numbers of the Ordinary Shares:

5747/57501	55891/55940
11001/11055	34359/34391
50105/50199	32213/32224
10245/10259	23011/23035
58142/58152	42141/42155
28502/28573	45528
22002/22051	50139/50188
23002/23058	40070/40119
25702/25701	45611/45635
32001/32045	47205/47210
25001/25054	47840/47880
59002/59035	47890/47899
	49705/49720

W. H. GASKELL,  
Acting Secretary.  
Hongkong, August 17, 1899. 1853

### HONGKONG & SHANGHAI BANKING CORPORATION.

THE DIVIDEND Declared for the Half-Year ending 30th June last, at the rate of ONE POUND AND TEN SHILLINGS 8s per Share of \$25, is PAYABLE on and after MONDAY, the 21st August current, at the Office of the Corporation, where SHAREHOLDERS are requested to apply for WARRANTS.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.  
Hongkong, August 19, 1899. 1871

### WANTED.

A MANAGER for the Institution of ENGINEERS AND SHIPBUILDERS. Must be acquainted with Book-keeping. Apply by Letter, stating terms expected, to the Hon. Secretary, at the Institution, 2 Praya Central.

### ARCH. RITCHIE.

Hon. Secretary.  
Hongkong, August 19, 1899. 1897

### OLIVERS FREEHOLD MINES, LIMITED.

IN Accordance with Article No. VIII. Paragraph 3 of the Articles of Association of the Company, Transfer at the Rate of \$10 per Annum is being CHARGED on all Unpaid CALLS.

JOHN D. HUMPHREYS & SONS,  
General Managers.  
Hongkong, August 19, 1899. 1899

## THE HONGKONG HOTEL.

FOR COMFORT UNSURPASSED  
IN  
ASIA.

## THREE MAGNIFICENT

A BABY GRAND, - - \$800.  
A SEMI GRAND, - - \$1,100.

## PIANOS

Cash or Monthly Installments.

NOW ON VIEW AT  
LANE, CRAWFORD & CO.'S MUSICAL DEPARTMENT.

## COTTAM & Co.

FOR CHRISTY'S AND TOWNEND'S HATS,  
COURT AND EVENING DRESS SHOES, Etc., Etc.

## MANILA ALHAMBRA - FACTORY.

HARVEY'S ROYAL TAWNY PORT. CIGARS.

## THE DUC DE MONTEBELLO CHAMPAGNE

Hongkong Agent: W. HUTTON POTTS. Office: DAIRY FARM BUILDING, Bickley Glenady.

## THE PHARMACY,

22 Queen's Road Central (Opposite the Entrance to Hongkong Hotel).

THIS Business has been under entirely New Management since August 1st. All Prescriptions dispensed by a qualified Chemist. Special attention paid to French and all other foreign formulae.

Homeopathic Medicines. Medicine Chests Refitted.  
LAURENOL A New Odorless, Non-dangerous Disinfectant. Chloro-aluminate of zinc sulpho-cupric.

Wines and Spirits. Cigars.  
Manager, RICHARD FLINT.

THE UNIVERSAL CALCULATOR, by PIROZSHA COWASJEE POCHAJEE, late Manager to Messrs CAME & CO., England and China.

ON Interest, Commission, Brokerage, Premium, Discount, Salaries, Wages, Rent, Income, &c., together with Exchange of England, France, India, and China. An unique work, of the utmost practical utility and highest accuracy, will best testimonials from Bankers, Merchants, &c. Price in cloth bound 8s.

Apply to: CAWASJEE PALLANJEE & CO., Hongkong, August 9, 1899. 1894

HONGKONG AND WHAMPOA DOCK COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8% per Share, and Bonus of 12% per Share for the Six Months ending 30th June, 1899, Declared at a Special Ordinary Half-Yearly Meeting, will be PAYABLE at the Premises of the Hongkong and Whampoa Dock Corporation, on and after TUESDAY, the 22nd August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's Office, Queen's Buildings, Praya.

By Order of the Board of Directors,  
THOS. J. ROSE,  
Secretary.  
Hongkong, August 21, 1899. 1899

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, Ltd.

HONGKONG HOTEL-PRAYA.



BELL'S ASBESTOS PACKINGS ARE THE BEST.  
BELL'S BOILER COMPOSITION IS THE BEST.  
BELL'S ENGINE OIL IS THE BEST AND CHEAPEST IN THE MARKET.

KINGHORN & MACDONALD, MANAGERS.

### CANADIAN BUTTER.

In Prime Condition.  
Received direct from the Canadian Department of Agriculture.

1 lb. tins ..... \$0.75  
2 lbs. tins ..... \$1.40

### FRENCH

### ISIGNY BUTTER.

Fresh Supply just Received.

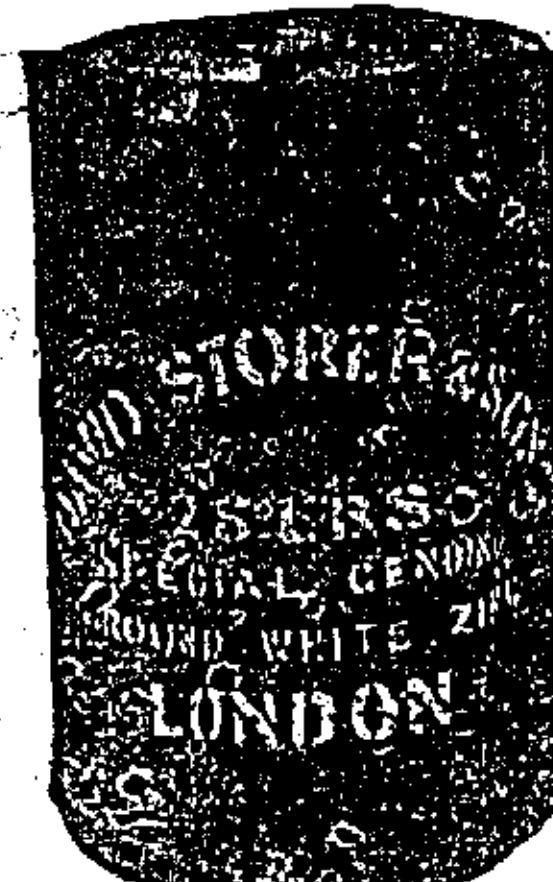
Per 1 lb tin ..... 80 Cents

### Lane, Crawford & Co.

### WILKINSON, HEYWOOD & CLARK, LTD.,

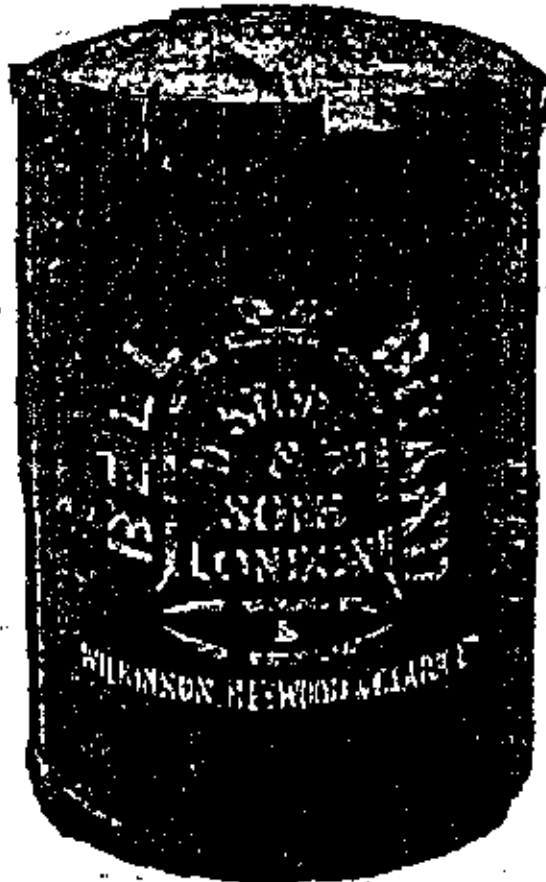
(PROPRIETORS OF DAVID STORER & SONS),  
LONDON - LIVERPOOL - PARIS,  
AND  
PRAYA CENTRAL, HONGKONG.

MAKERS OF PAINTS, VARNISHES AND COLORS



### BELL BRAND

PAINTS  
OF ALL COLORS,  
WHITE LEAD,  
WHITE ZINC,  
RED LEAD,  
TURPENTINE,  
COPAL VARNISH,  
AND  
PALE BOILED  
LINSEED OIL.



It is impossible to procure in Hongkong A WHITE ZINC PAINT which is Superior to BELL BRAND.

SPECIAL GENUINE GROUND WHITE ZINC.  
(All Keys Bear a Green St. Andrew's Cross.)

### ASK FOR FERGUSON'S

### P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD  
HIGHLAND WHISKY.

FERGUSON'S  
SPECIAL CREAM  
BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF WHISKIES.  
PURE AND MILD.

Sole Importers,  
F. BLACKHEAD & Co.

## PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is Situated at VICTORIA GAP, adjoining the TRAMWAY STATION, 1500 feet above Sea Level.

CRAIGIEBURN is Situated at PLUMBERT'S GAP, five minutes' walk from the PEAK HOTEL.

Fine Healthy Location—Variety of Beautiful Scenery, Cool Southerly Breeze, Sun mer, with perfect protection against the North-East Winds in Winter.

Well appointed Rooms, attentive Service, and excellent Cuisine.

City Office 7, DUNDAS STREET. Geo. J. Casanova, Manager.



### CLETHEAS

### HYGIENIC CORDIAL.

Per 1 dozen flasks ..... \$15.00

Gaidbeck, Macgregor & Co.,  
SOLE AGENTS.

Hongkong, July 26, 1899. 1799

## Business Notices.

## Don't Read this!

IT'S NOT MEANT FOR YOU!

We have come to stay,  
And supply all comers  
Thoroughly, cheaply, promptly,  
Keeping up our fairly-won reputation  
In Hongkong and all parts of the East.  
Nothing daunted by the croakings of the timid  
Spot Cash has been our watchword and  
It has carried us to Victory.

Look at our achievements.  
In honesty we found the best policy.  
Money, energy, defiant to competition,  
In season and out of season we persevered;  
To-day we present to the world a Combination  
Edifying, encouraging, enchanting to those who  
Defeated all enemies and opponents, and  
Led to Victory.

WATKINS, LIMITED.

## GREEN ISLAND CEMENT CO., LIMITED.

FIRECLAY WORKS, DEEP WATER BAY, HONGKONG.  
CEMENT FACTORY, GREEN ISLAND, MACAO.

### PORTLAND CEMENT,

GREEN STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING, BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.

For Prices and further particulars, apply to

1892 SHEWAN, TOMES & Co., General Managers.

### LADIES.

WE CAN ALWAYS WILL SUPPLY YOUR EVERY NEED FROM DAY TO DAY. If YOU DOUBT IT, COME AND TRY AT  
'WHITELEY'S OF THE FAR CATHAY.'  
EX S.S. FORMOSA, NEW MILLINERY, &c.,  
LATEST NOVELTIES IN LADIES' APPAREL.

W. POWELL & Co.,  
Immediately Opposite P. O. 1st Floor.

## "CLAYMORE."

FINE  
OLD SCOTCH WHISKY.

Sole Agents—THE VICTORIA DISPENSARY,  
HONGKONG.

## PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named:

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON.....	Bombay.....	G. M. MONTFORT, R.N.R.	About 24th August.
SHANGHAI.....	Valda.....	J. F. JEPSON.....	About 1st Sept.
LONDON, &c.....	Chong *.....	E. STREET	Noon, 2nd Sept.
YOKOHAMA, Via	NSAKI-KOBE, Rohit.....	S. DE B. LOCKYER, R.N.R.	2nd Sept.
LONDON.....	Formosa.....	A. G. CURTIS, R.N.R.	About 7th Sept.
YOKOHAMA, Via	NSAKI & KOBE, Candia.....	W. H. HAUGHTON, R.N.R.	About 13th Sept.

\* See Special Advertisement.

For Freight or passage, and further Particulars, apply to  
H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, August 19, 1899. 1798

## JUBILEE.

## A LIGHT PILSENER BEER,

IN HOCK BOTTLES.

Per case of 4 dozen quarts - - \$13.  
" 6 " pints - - 13.

SOLE AGENTS:  
**H. PRICE & CO.,**  
12, QUEEN'S ROAD.







## Notes by the Way.

British naval attaché will form part of the Legation staff in the United States and Japan.

General Joe Wheeler sailed from San Francisco to Manila in the *Turkey* on the 25th July.

There are 132 bedrooms in the Hongkong Hotel, and dining accommodation for 250 persons.

In the Canadian House of Commons on the 20th July, the Pacific Cable Bill passed its third reading.

Mr F. Anderson is the new Chairman of the Shanghai Municipal Council, and Mr E. A. Havett Vice-Chairman.

During last week there was 1 case of enteric fever and 1 case of purpural fever reported in the colony. The latter case proved fatal.

The Dutch have put in circulation a rumor that Britain is endeavouring to bribe Kruger with a pension to enable her to annex the Transvaal.

The N. P. R. steamer *Victoria* has been chartered to carry merchandise and perhaps horses and troops to Manila for the United States Government.

Inspector Brett presented the owner of Nos. 14 and 16 Stanley Street at the Magistrate to-day for metering ground surfaces. He was fined \$25.

The Americans are taking a line on the sailing capabilities of the *Shamrock* from the victory of the *Motor* at Cowes. The *Shamrock* defeated the *Britannia*; the *Motor* (formerly the *Thistle*) defeated the *Britannia* and *Shamrock*.

Admiral Dewey's salary amounts to \$57,500 (gold) a day; President McKinley's is equal to \$131 a day; cabinet officers, the vice-president and the speaker of the house get \$22.22 a day; senators and congressmen, \$13.00; and the chief justice of the supreme court, \$20 a day.

Chief Surgeon Woodhall, who is now at the head of the Medical Department in the Philippines, has sent a vigorous protest to the department through General Oates against the inadequate force, equipment and accommodation of the hospital service in Manila. He declines further responsibility unless the improvements he advises are adopted.

The N.D. steamer *Kaiser Wilhelm* carries a crew of 450 persons. She holds the record across the Atlantic both ways—5 days 21 hours from Southampton to New York, and 5 days 18 hours from New York to Southampton, covering in the former 3220 miles and in the latter 3146 miles. This steamer has crossed from New York to Plymouth, 2062 miles, in 5 days 15 hours 10 minutes. Her average speed in twenty trips is 21.318 knots per hour, and her best record 3146 miles at 23.56.

The North German Lloyd has published a table of statistics showing the number of trips made by the respective steamers of the various Atlantic lines, with the number of passengers carried. The Cunard Line with 16,602 cabin and 20,493 steerage passengers in 60 trips may be said to head the list, although the North German Lloyd figures show a greater number of trips and in the aggregate a larger number of passengers. The statistics are:—From Bremen, 15,794 cabin and 22,935 steerage passengers in 101 trips; from Middlesbrough, 21,011 cabin and 21,018 steerage passengers in 37 trips. The total number of trips made from England and the Continent to New York by all steamers was 812; Cabin passengers, 8,586; steerage, 219,651.

## The Plague.

During the twenty-four hours ended at noon yesterday, there were 6 cases of plague and 6 deaths from that disease reported to the Sanitary Board.

## Japanese Concession at Newchwang.

It is stated in the *Universal Gazette* that there has been a hitch in the negotiations between China and Japan with reference to the demand of the latter for a Japanese settlement at Newchwang. The hitch has arisen from the Japanese demand for a certain tract of marsh land which has hitherto afforded a livelihood to many thousands of rush-gatherers living in the vicinity of the port, and by whom the news of the demand was very fully received.

## No Offense.

A gardener and cook employed by Mr K. W. Mounsey, at Westbourne Villas, was charged by a Chinese constable at the Magistrate to-day, with depositing rubbish in Bonham Road and thereby committing a nuisance. The constable said that at 6.35 p.m. yesterday he was in plain clothes duty in Bonham Road, and saw defendants carrying a basket of rubbish which they emptied on the road. The rubbish was grass and paper. Mr Mounsey gave evidence that the rubbish was only garden refuse; there was no objectionable matter. The rubbish was also deposited on a vacant spot in a private lane, not on a public road. If the Sanitary Board were of opinion that was a nuisance he would demand that the rubbish be placed there. The Magistrate dismissed the case.

## Dock Shares.

The following was the latest quotation for Hongkong Dock shares this afternoon:—520 per cent. premium. *ex div.*—\$87.75.

## Wreck of the 'Hooker'.

We understand that the U.S. transport *Hooker*, which was stranded on Cotrigador Island, at the entrance to Manila Bay, has been abandoned as a wreck, having broken her back. The American authorities are dismantling the wreck.

## Fighting the Filipinos.

There has been a good deal of fighting in Luzon. At the re-capture of Angeles on the 16th inst., Lieut. Williams of the 12th U.S. Infantry; Charles T. Spencer, correspondent of one of the Manila newspapers; and three men were killed, and seventeen wounded. In other directions the fighting has been severe, and altogether the Americans have lost a large number of men.

## The Late Mr Granville Sharp.

We regret to learn that a telegram has been received by Messrs. Lindsay and Davis, from Lincolnton, Chart, Surrey, announcing the death of Mr Granville Sharp. Deceased had been a prominent actor in the commercial and municipal life of Hongkong for over forty years. Mr Sharp was a man of very marked ability, and, in his own peculiar manner, did much to forward the progress of Hongkong as a colony. He was one of the most felicitous public speakers whom Hongkong audiences have heard, and, although his views were frequently at variance with those of his hearers, he was always listened to with pleasure. The familiar figure of the old man amongst us will be missed by many old residents, as he was looked upon by one of the institutions of Hongkong. He had his faults and peculiarities—who has not?—but we fully believe he will be greatly missed by those whose duties are pointed towards the amelioration of mankind, as he was as generous in a quiet way as he was keen in his business affairs. He died in the home of Mr H. W. Davis, another of the old residents of Hongkong.

## Death of an Engineer.

The N.C. Daily News of the 16th inst. reports:—Mr. Andrew McKelvie, Superintendent of Machinery in the Municipal Service, who recently went to China through ill health, died on Tuesday of dysentery at that place. Deceased was many years Chief Engineer in the Chinese Merchants' Steam Navigation Company and some three years ago left their employ to join the Municipal Service. He leaves a widow and three children.

## Laying the Dust.

The Merchants' Association of San Francisco, speaking a street with sea water says *Apples of the People Science Monthly*, and finds that such water hinders the dirt together between the paving stones, so that when it is dry no loose dust is formed to be raised by the wind; that sea water does not dry so quickly as fresh water, so that it has been claimed when laid water has been used that one load of it is equal to three loads of fresh water. The salt water which is deposited on the street absorbs moisture from the air during the night, whereby the street is thoroughly moist during the early morning, and has the appearance of having been freshly sprinkled.

## THE FRANCO-GERMAN ALLIANCE.

## EMPEROR WILLIAM'S DREAMS.

The *National Review*, in an article discussing the probability of an alliance between France and Germany against Britain has reached the conclusion that such a move is within the bounds of practical politics. The writer points out that Germany's future expansion must be colonial, and that France has similar interests. In this respect both France and Germany are somewhat naturally allied. Germany, he says, is the enemy of every power with colonial or maritime ambitions, the writer asserts, supplies both Frenchmen and Germans with an argument in support of the union. Emperor William, it is argued, is siding upon the supposition that such a Franco-German alliance would be a disaster to Britain more than the Franco-Prussian incident. The Emperor dreams of forming a coalition of central and western powers on the continent to be used, firstly, against Britain, secondly, against Russia, thirdly, against the United States. The article continues: 'The reason for Emperor William's seeming desire to annexatory quarrel with a state of such gigantic strength, is that he wishes to assume the position of champion of Europe against transmarine powers.' The article says further: 'To the continent, before 1898, the United States appeared a huge, dreary monster that spent its energy in two moments of relaxation in nibbling the lion's tail. No one objected much to this, but when the huge beast shook itself and planted one paw upon the Spanish West Indies, and another upon the Philippines, it became the object of real terror to European statesmen, who did not know where it might next alight. The conditions were all the more unappealing as Britain refused to walk into the trap, and turn her navy against the United States. So the events of 1898 only served to bring the two transmarine powers together.'

The war is a quiet little fellow, but he has a way of making himself felt.

It is useless to remember the poor unless you remember to do something for them.

Sometimes an optimist is a pessimist who doesn't want other people to catch his disease.

When a girl refuses a commonplace man he often goes away and gets to somebody else just for spite.

## THE DREYFUS CASE.

## REMOVED ACQUITTAL OF CAPTAIN DREYFUS.

A rumour was current in town to-day that Captain Dreyfus had been acquitted by the Rennes Court martial. Upon enquiry at official sources, we learn that the rumour is absolutely without foundation.

## REUTER'S TELEGRAMS.

LONDON, 20th August, 1899.

## THE DREYFUS AFFAIR.

M. Laboré is recovering rapidly. At the Dreyfus trial, Major Cuignet, belonging to the Staff, produced a sensation by positively affirming the authenticity of the letter from Colonel Schneider, the Austrian Military Attaché, which Colonel Schneider had declared to be a forgery. The letter referred to the guilt of Dreyfus. It is expected that the Austrian Government will send a formal contradiction to the French Government, and a request to Major Cuignet to withdraw his statements.

## GERMANY AND AUSTRIA.

Count Gutschowski had a five-hour private conference with Count von Buelow on Saturday.

## WEATHER REPORT.

The following notice is issued from the Observatory:—

On the 22nd at 10.55 a.m. Red Drum hoisted. The barometer has fallen quickly on the S. and S.E. coasts of China, rising slightly on the E. coast and over the Philippines. The typhoon seems to be situated near S. Formosa, and moving N.W. N.W. winds, increasing to strong breezes, fair at first, squally with rain later. Bad weather between Hongkong and Macao.

## CRICKET.

Played on the Happy Valley Ground on Saturday. Scores:—

ARTILLERY.		
Lieut. Greene, b. Clarke	2	
Gr. Bell, c. Burns, b. Tucker	3	
Gregory, c. Capt. Davidson b. Clarke	3	
Br. Frost, c. Squires, b. Tucker	11	
Lieut. Thompson, not out	18	
Gr. Muldoon, b. Tucker	1	
Webster, b. Clarke	0	
Servis, run out	0	
Sgt. Mephane, c. Capt. Davidson b. Williams	2	
Liamas	6	
Gr. Kelly, b. Clarke	6	
Gr. Stevens, c. Capt. Davidson b. Williams	9	
Extras	6	
Total	44	

## CUSTOMS DUTIES IN THE PHILIPPINES.

We take the following from the *Washington Post*:—

Ho Tung & Company, one of the largest mercantile firms of Hongkong, China, have, through their attorneys, Messrs. Ball, Co. and Sidlons, of Washington, D. C., who secured the restoration of the Cortes property in Manila, presented an interesting application to the Secretary of War.

Their letter sets out that during the last year of the war, Ho Tung & Company, American citizens and flour, Ho Tung & Company addressed a letter to the American consul general at Hongkong, inquiring if such goods would be dutiable upon their arrival at Manila. He responded that so far as known to date, they would be exempt from payment of duty. Thereupon, Ho Tung & Company shipped some 15,000 cases of flour, and 5,000 bags of flour to Manila. After their arrival at that port on August 30 and September 1, 1898, they were charged with duties under the Spanish tariff, and such duties were paid under protest by direction of General Merritt to General Whittier. Application is now made for the refund of the duties so paid, aggregating some \$33,000 in Mexican money. It is contended by the attorneys representing Ho Tung & Company that if any tariff at all was in force it was the American tariff promulgated July 12, 1898, and that the duties collected on the Spanish tariff included not only import duty, but port charges, taxes on consumption of naval stores and provisions in the voyage, two per cent for unloading cargo, and a surtax of six per cent; the old Spanish duties not recognized under the American tariff, aggregating over \$8,000 Mexican, which sum was collected without any possible authority.

It is also argued that inasmuch as the export took place under an official freedom of duty, that government should protect such assumptions, and that the goods, being American property, should be exempt from their admission to any port under American control. And, furthermore, that by reason of the signing of the protocol on August 12, 1898, the occupation of the city of Manila became civil and not in a full sense military, and that no power existed under the American tariff to collect duties in Manila.

The questions raised have not heretofore been passed upon, and their determination is awaited with considerable interest.

## The New Japan.

A private letter from a leading business man in Yokohama says:—Judging by the taxes and the terrible amount of red tape we have to suffer from, I think Japan will be a good place to leave, and though I haven't got much money to retire on, I've got enough to make me comfortable, and if I get unwell and I can't get to Shanghai, we shall take our departure. —N.C. Daily News.

## NOTES FROM SHANTUNG.

## PREPARING FOR THE CHINESE WHEAT HARVEST.

In the general latitude of Chelou, the term known as *man-gheung* (or 'grain in the ear'), although there is no other grain in this part of China that fits the description, marks the general period at which the wheat harvest may be well begun. Extra heavy spring rains may have hastened the growth five or ten days, but it is more likely that the absence of rain will have set it back. Ever since the Tang Dynasty, more than a thousand years ago, it has been a current saying that 'Spring rain is as dear as gold.' In these very extensive regions where the Yellow River has extended its inundations and has left behind in the course of millenniums of waywardness great sand dunes, the heavy spring winds, unrelieved by moisture, not infrequently blow the sandy soil entirely away from the roots, leaving the wheat plant to curl up in the withering hot winds. The average height of the stalk is not more than eighteen inches, and frequently does not reach a foot.

Yet there are other districts where the soil is better, and where more judicious methods of cultivation are in use, and where the plant is much more thriving. It is always hard to ascertain how much is raised per acre since the Chinese land measure is so uncertain, varying within a radius of a few hundred feet from 210 to 250 steps, meaning by a step a double step in length by double distance in breadth, up to 300 or even 720 steps. If one tells you that he has a hundred mu, but only three mu of land, it is prudent to inquire what kind of a mu it is, to which he responds by mentioning 240, or 300, or the case may be. That the Chinese *mu* (or pound) varies is a matter of course, although there is a general standard of comparison that the *mu* is always the same. In two market towns, one distant four li and the other eight li from the village in which these lines are written, the price of cotton always varies from twenty to thirty, or more per cent, for the reason that in one of them the cotton is sold by the normal *mu* (step) measure, while in the other it is sold by the *mu* (step) measure. But the true village-dispute may such tameness as accurate weights in his crop statistics, and generally tells you that he gathered (say) sixteen and a half bags, leaving you to conjecture how many of the *mu* in wheat, and what was the weight per *mu* and how much was the bag, holds whether you do or not, and it is certainly not his business to clear up inequalities of modes of reckoning. It is a striking commentary on the inefficiency of much Chinese farming that while in Shantung an hundred acres of wheat is a small holding, in central China, within an hundred miles of Pao Tung Fu, twice this amount is reckoned as a minimum, though there does not appear to be any essential difference in the mode of cultivation. The measure is put in with the seed through the drill, so as to get a good sowing, and the seed begins to form, a task which would make a farmer's life a misery in the West. The example of Chinese carelessness that despite ages of experience the farmer has a preconception of the fact that the size of the seed plant has no relation whatever to the plant which will yield the best crop of wheat. It is thought therefore to be a simple matter of seed to sow all the seed, and keep the small bladed, short-stalked, and imperfect grains for seed. Many farmers indeed select the largest heads of cereals for seed, but perhaps none ever pick out the best seeds alone for planting. This may not be universal, but the writer has never met an exception after wide inquiry of Chinese farmers.

Every family which owns land must have a threshing-floor of its own, which is made by digging up an extensive surface, well watering it, covering it with wheat-straw, and then smoothing it with the stone roller for threshing. In the act of working, the threshing-floor is covered with a layer of straw, and the Chinese are far in advance of other races. In those parts of China where large tracts are to be irrigated, no other laborers are of much use for this work, but the Chinese can so manipulate the land that the water will run in the required direction, his labor, a talent for which he is deservedly held better pay than his rivals.

The village threshing-floors have all been put in order to some extent in the early spring, but this was only for the drying and parching of the seed, which is a common practice in China, and is not so much a necessity to the Chinese as it is to the West. There are not so many disagreeable necessities to this operation as in southern China, but it certainly cannot be called aesthetically, though eminently practical and sensible.

For many days before the wheat is any good for sowing, the fields are apparently barren, and the farmers are busy with the work of preparing the land for the wheat. The wheat is sown in the fields, and the farmers are busy with the work of preparing the land for the wheat. The wheat is sown in the fields, and the farmers are busy with the work of preparing the land for the wheat.

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## NEWS BY THE CANADIAN MAIL.

## The Queen's Eyesight.

LONDON, July 23.—*Truth* says to-day: 'The Queen has been undergoing a course of treatment for ten weeks, for her eyes, as advised by Professor Paget-Stecker, of Wiesbaden, and I am positively with the most successful results. The Queen's eyesight is no longer in danger. Her Majesty now wears powerful glasses of unusually large size, and with black rings, and when she is obliged to use artificial light prefers a shaded wax candle.'

## Atlantic Mail Contract.

LONDON, July 23.—It is announced that the Government has renewed its contract with the Cunard and White Star Steamship Companies for the carrying of the mails.

## Two Launches.

BRISTOL, July 23.—The launches, *Suffrag*, was launched here to-day. She is the largest ship in the Bristol Navy, being of 12,500 tons displacement.

LONDON, July 23.—At the launching of the British battleship, *Princess of Wales*, to-day, Lieutenant Dawson announced that Victoria, San & Maxim had received an order from the United States for a number of six-inch guns, which were to be adapted for use in the American Navy.

## Franco-American Treaty.

PARIS, July 23.—At a meeting of the Cabinet to-day the minister of foreign affairs, M. Delcassé, announced the signing of the Franco-American commercial treaty, France giving the minimum tariff in exchange for favored national treatment.

## Swimmer and Bicyclist.

LONDON, July 23.—The bicyclist Halkett made a record swim from Balldale to Gravesend and back to-day, covering the distance 43 miles, in 12 hours, 27 minutes and 42 seconds. He finished fresh and strong.

## Suing for Prize Money.

WASHINGTON, July 21.—Admiral George Dewey yesterday, 20th inst., filed a suit, as plaintiff, in the district court to recover prize money due him and the officers and crew of the *Albatross*, for the capture of the *Albatross*, recovered by the naval force under his command. Upon the ships and equipments, which have already been appraised and inventoried by a board of appraisers, appointed by the secretary of the navy, Admiral Dewey demands the sum of \$25,141, and an additional sum upon three cruisers sunk in the engagement, and subsequently raised, and upon which he places the value at \$425,000.

## Terrible Disaster in Germany.

BERLIN, July 21.—During a thunderstorm yesterday forty persons were leaning against a wire railing at Charlottenburg Circle track, were struck by lightning. Three were killed and twenty severely injured. About 10,000 persons were in attendance at the races, when a violent thunderstorm swept over the town. Lightning struck the grandstand and many colored flags ran down the guy rods, giving it the appearance of a fiery May pole. From the guy rods the lightning passed into the spectators' stand, where a horrible scene took place. Two women and a man in one of the stands were killed outright, the bodies being horribly mangled. The flames of the fire spread over the bodies until they were burned to a crisp. A tremendous panic followed, as almost every one in the stands was temporarily prostrated, and it was thought for a time that all had been killed. Besides those killed and seriously hurt, 25 persons were slightly injured during the panic.

## Reformatory Ship Burned.

LIVERPOOL, July 20.—The Roman Catholic reformatory ship *Clarence* was destroyed by fire this morning. It was but a few moments before the flames had reached the great three-decked vessel in flames. Excitement prevailed until it became known that the hundreds of boys and officers on board the *Clarence* had been saved by the ferry boats *Mercy* and *Firefly*, which quickly made fast to the burning vessel and began pumping water on the flames.

The fire broke out in the kitchen, and the flames spread rapidly to the mainmast, with the utmost discipline, until forced to leave with the officers. The captain's family, and Bishop Whitley, who spent the night on board the *Clarence*, lost their personal effects. The crew of the *Mercy* had a narrow escape, having barely time to reach the shore, which had the utmost difficulty in getting clear of the burning vessel, the bulkheads of the *Mercy* beginning to take fire. Three hours after the fire was discovered the *Clarence's* back broke, and she settled slowly. This is the second Catholic reformatory of the name to be destroyed by fire. The first was the *Clarence*, which was destroyed by fire in 1871. Her predecessor was first by boys on board of her.

## The Oar.

LONDON, July 21.—Howell, the American oarsman, won the Wingfield shield and the amateur championship of the Thames to-day, finishing the course between Putney and Mortlake four lengths ahead of Blackett. Fox was third.

## A Memorial to Parnell.

DUBLIN, July 21.—A meeting convened by the Lord Mayor, was held at the Mansion House to-day, to inaugurate a fund for the erection of a statue of Charles Stewart Parnell. The members of the Ninth Century Committee opposed the erection of the statue as an opportunity, but it was decided to proceed with the plans for the Wolfe Tone memorial. After a stormy session, resolutions in favor of the erection of the Parnell statue were adopted.

## Disastrous Collision.

BRISTOL, July 27.—A despatch received here to-day from Nijni Novgorod reports a collision between a cargo and passenger steamer on the river Volga. The latter sank, drowning 150 persons.

## Poisoned by Canned Fruit.

LONDON, July 26.—Excitement has been caused here by the mysterious poisoning of a score of guests of the Hotel de Court Hotel, which, it is alleged, was due to American canned fruit. A second victim, Mr T. W. Bartlett, of Philadelphia, died during the night. The fruit was eaten a week ago and all who partook of it were made ill, one of the number dying on July 25.

## Big Fire in Germany.

BRISTOL, July 23.—A great fire is raging at Marlborough, West Prussia, at Toot. Forty houses have been razed. The fire brigades from Danzig and Elbing have been summoned to assist in subduing the fire.

LATER.—The buildings destroyed include the Rathaus, which was built in the fourteenth century, and seventeen historical houses built over ruins in the Italian style in the market-place. The historical records were saved, and so far the Castle of the Teutonic Knights, one of the most ancient and interesting historical edifices in Germany, has not been endangered.

## The Condition of Jamaica.

KINGSTON, July 23.—The report of Sir David Barbour, late financial minister of Jamaica, who has been studying the sugar industry of Jamaica in its bearings upon the political situation, has been published here. The report may be summarized as follows: The condition of the colony, though precarious, is not altogether hopeless, but an immediate loan of £1,675,000 is necessary, which would be repaid by the colony's revenues. The report also states that the colony's revenues are insufficient to meet the colony's expenses, and that the colony is in a state of financial crisis.

## Dewey and the Presidency.

CHICAGO, July 20.—Oliver P. Belmont, of New York, was asked last night by William C. Whitney's sudden departure for Europe was in the nature of a mission. He said he understood Mr. Whitney meant to see Admiral Dewey and persuade the admiral to let his name be presented to the National Convention as a candidate for nomination. 'No! that I believe Mr. Whitney would succeed in his object,' continued Mr. Belmont. 'I do not think the admiral would consent to become a candidate.'

'Do you think if the admiral were brought to consent he could beat Mr. Bryan in the convention?'

'Certainly,' replied Mr. Belmont. 'I do not think he could.'

## The Sovereign as a Legal Tender in India.

CALCUTTA, August 7.—It is intended to introduce a Bill into the Supreme Legislative Council on Friday, the 25th inst., and to pass the same in Simla, making the sovereign legal tender in India, and authorizing the mints to receive gold bullion for coining.

## The Position of Siam.

LONDON, August 7th.—Replying to a further question, Mr. Drodick said that no violation of the Treaty between Great Britain and Siam had occurred in connection with the Khonai Railway.

## Calcutta Tea Sales.

CALCUTTA, August 5.—At yesterday's tea sales, 21,508 packages were sold. There was a good demand, and prices ruled generally firm. There was a brisk bidding for Bombay and outside markets. Some dissatisfaction was expressed at the London Warehouse charges, and the question is likely to be mooted shortly.

## Outrages on the Indian Frontier.

BOMBAY, August 5.—On the 2nd August, the mail train was fired on, two miles west of Indan



## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE

ROYAL MAIL STEAMSHIP LINE

**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA MANAKA AND THE UNITED STATES.**  
(Calling at SHANGHAI, YOKOSAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
**SAFETY—SPEED—PUNCTUALITY.**  
Twin Screw Steamers—6,000 Tons—10,000 Horse power—Speed 19 knots.

: : :  
P. POSTED SAILINGS FROM HONGKONG.  
(Subject to Alteration.)  
: : :  
EMPEROR OF INDIA...Comdr. O. P. MARSHALL, R.N.R. WEDNESDAY, 30th Aug. '07  
EMPEROR OF JAPAN...Comdr. G. D. BOWLER, R.N.R. WEDNESDAY, 27th Sept. '07  
EMPEROR OF CHINA...Comdr. R. ARCHIBALD, R.N.R. WEDNESDAY, 25th Oct. '07  
: : :  
THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous  
INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO  
VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the  
Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-  
CONTINENTAL TRA. is of the N. P. C. & S. P. C. RAILWAY, which con-  
nects VANCOUVER FROM THE PACIFIC COAST OF AMERICA TO THE ATLANTIC.

**WITHOUT CHANGE.** Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and **AROUND THE WORLD.** Return fares are available at reduced rates, Good for 4, 6, 9 and 12 months.

**SPECIAL RATES** (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its **PALATABLE STEAMSHIPS** (none in the World), the **LUXURIOUS OF IT'S CLASS**, and its **FAST CONTINENTAL TRAINS** (the Company having received the highest awards for same at recent Chicago World's Exhibition) and the diversity of **MAGNIFICENT** ports of call.

**MOUNTAIN AND LAKE SCENERY** through which the railway passes.  
**THE DINING CARS AND MOUNTAIN HOTELS** of this route are owned and operated by the Company, and the appointments and Cuisine are unexcelled.  
 For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
**D. E. BROWN, General Agent,**  
**PRINCE STREET.**

Hongkong, August 10, 1899.

**NORTHERN PACIFIC STEAMSHIP CO.**

PROPOSED SAILINGS FROM HONGKONG.

**Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., AND TACOMA				FOR PORTLAND, OREGON,			
IN CONNECTION WITH				IN CONNECTION WITH			
Northern Pacific Railway Co.				Oregon Railroad & Navigation Co.			
Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
Olympia...	2837	J. Truebridge	Sept. 12	Columbia	2970	T. H. Dobson	Sept. 12
Victoria...	3502	F. J. Tenney	Sept. 15	Alco chair...	2874	A. A. Evans	Oct. 1
Glasgow...	3739	B. D. Jones	Oct. 17	Lemah...	3077	J. C. Williamson	Nov. 1
Tacoma...	3821	A. Dixon	Oct. 21				

**HONGKONG TO LONDON, £87.**  
Excellent accommodation. First class Table, Doctors and STEWARDES carried.  
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL  
LINES

**HONGKONG TO NEW YORK £41.**  
The Railroad travelling is second to none of the American Continent; two first  
class day and night; TACOMA to NEW YORK in 44 days. Wonderful scenery of the RO-  
CKY MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

**HONGKONG TO VICTORIA, TACOMA OR PORTLAND, £38.**  
The best route to the Klamath Lake Gold Fields. Frequent sailings from Victoria  
TACOMA and PORTLAND to DYER and S. MICHEL.

**HONGKONG TO YELLOWSTONE LAKE AND BACK \$25.00.**

This rate covers the ocean voyage to Tacoma or Portland and back, Railway fare Tacoma or Portland to Chinaburg and return, Sleeping and Dining on the trip, and the Tacoma or Portland to Lewis and Clark River Ferry, and the Lewis and Clark River Ferry to Chinaburg, and the Chinaburg to Upper Coach transportation Chinaburg to the mouth of the Spring, Norris, Fountain and Upper Geyser Basins, Yellowstone Lake, Grand Canon and Falls of the Yellowstone, and return, and five and one day's board at the Park Association hotels.

These tickets will be sold for passage by any N. P. Steamer leaving Hongkong between 1st May and 8th August, and will be good for round-trip on N. P. Steamer within four months of the date of issue for use on the land and fishing trips in addition to the rest of the Park. The round trip can be made within three months.

**Rate of Passage to other Points on application.**

**Special rates allotted to members of Government Service.**

For further information as to Passage or Freight, apply to

Hongkong, August 19, 1890.

**DODWELL & CO LIMITED**  
General Agents.

**NIPPON YUSEN KAISHA**  
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Days of the Week.
<b>1 IDZUMI MARU,</b> W. J. CUBANO,	VICTORIA, B.C., and SEATTLE, U.S., VIA KOREA & YOKOHAMA.	<b>THURSDAY</b>
<b>KASUGA MARU.</b>	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY.	<b>FRIDAY, 25th</b> AUG., at 4 P.M.

E. W. HASWELL, FUTAMI MARU, C. HILLCOTE,	and MELBOURNE NAGASAKI, KOBE & YOKOHAMA	SATURDAY, Aug. at 4 p.m.
HITACHI MARU, J. B. MURRAY,	MARSEILLES, LONDON, AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO and PORT SAID.	Sunday, 27 August.
KAKUI MARU, M. NISHIMURA,	Vladivostok, Peking, Swatow, Amoy, Hongkong, Yokohama, Kobe, Kao, Chemulpo and Nagasaki.	THURSDAY, Aug. at Noon
HIROSHIMA MARU, S. YOSHIZAWA,	Kobe and Yokohama	FRIDAY, 1st Sept., at 4 p.m.
MIKE MARU, S. KAWAMURO,	BOMBAY, VIA SINGAPORE and COLOMBO	TUESDAY, Sept., at Noon
	MADEIRA, LISBON, LONDON and BRISTOL	WEDNESDAY, 8th Sept., at 4 p.m.

**W. K. ASABA MARU,**  
J. B. MACMILLAN,  
ANTWERP, Via SINGAPORE,  
PENANG, COLOMBO and PORT SAID.  
THURSDAY,  
Sept. at 4 p.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMSHIP COMPANY.  
For further information as to Freight, Passage, Billings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

**A. S. MIHARA, Manager.**  
Hongkong, August 16, 1899.

**NORDDEUTSCHER LLOYD** **HAMBURG-AMERIKA LINIE**

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(Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OUP  
LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS IN THE LEVANT,  
BLACK SEA and BALIZ PORTS : NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG:  
SUBJECT TO ALTERATION.

Steamers	Destinations	Sailing Dates	Freight
S. S. ALBERTA, Capt. KRUHL	HAVRE and HAMBURG (London with transhipment in Hamburg)	(About 10th) Sept.	

1849	S. S. NURNBERG, Capt. v. BIERER.	HAVRE and HAMBURG. London with transshipment in Havre.	About 20th Sept.	Freight Passage
0	S. S. SUPPLY Captain FROCK.	HAVRE and HAMBURG. London with transshipment in Havre.	About 6th October.	Freight Passage
1850	S. S. SAVOYA, Capt. JACOB.	HAVRE and HAMBURG. London with transshipment in Havre.	About 16th October.	Freight Passage

\* These Steamers have Superior Accommodation for Passengers and are  
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 Calling at New York and returning only, if sufficient tonnage offers.  
 For further particulars as to Freight, Passage, &c., apply to  
**CARLWITZ & Co., Agents.**  
 HAMBURG, August 8, 1890.



## Insurances.

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUND 31st December, 1898, £13,369,908.

Authorized Capital £20,000,000.00  
Subscribed Capital £2,750,000.00  
Paid-up Capital £2,487,500.00  
Fire Funds £2,765,460.7.11

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co., Agents.

Hongkong, June 28, 1899. 1537

## THE IMPERIAL MARINE INSURANCE Co., Ltd., TOKYO.

THE Undersigned are prepared to accept MARINE RISKS at CURRENT RATES.

JOSEPH L. STEVENS & Co., Agents.

Hongkong, January 6, 1899. 45

## UNION ASSURANCE SOCIETY.

(Incorporated in the Kingdom of Great Britain A.D. 1714).

CAPITAL FULLY SUBSCRIBED, £450,000.

CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS, £2,254,023.

TOTAL ANNUAL INCOME, £323,203.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING & Co., Agents.

1142 Hongkong, January 2, 1899. 1-83

## THE STANDARD LIFE ASSURANCE COMPANY.

One of the largest and wealthiest of the Provident Institutions of the United Kingdom. Forms of application and all information will be promptly afforded on application to

DODWELL & CO., LD., Agents.

Hongkong, January 2, 1899. 1-83

## Hotels.

## BOARD &amp; LODGING

\$1.00 Per Day

90 & 92, QUEEN'S ROAD

WEST. 519

THE WESTERN HOTEL.

WINDSOR HOTEL, HONGKONG.

STRICTLY FIRST-CLASS.

PASSENGER ELEVATOR FROM ENTRANCE HALL, TO EACH FLOOR, BOARD AND LODGING, MONTHLY RATES NOW GIVEN.

P. BOHM, Proprietor and Manager.

Hongkong, 28th April, 1899. 1927

## KOWLOON HOTEL, BRITISH KOWLOON.

THIS HOTEL is now under New Management, and is situated in a quiet locality. Excellent accommodation. Cuisine the best in the Colony.

BOWLING ALLEY AND BILLIARDS.

J. WILLIAM O'BRIEN, Proprietor and Manager.

Hongkong, January 9, 1899. 79

## NEW VICTORIA HOTEL.

ROTISSERIE, Meats a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer, Proprietors.

Hongkong, May 1, 1899. 1783

## To Let.

TO BE LET, FURNISHED, AT THE PEAK.

FOR FIVE MONTHS FROM 1st OCTOBER.

A Private detached Residence situated at Mount Gough, with Five Rooms, Garden and Tennis Court attached. Possession earlier by arrangement. For further particulars, address, R. K.

Care of 'CHINA MAIL' OFFICE, Hongkong, August 21, 1899. 1879

TO LET.

FROM THE 1st OCTOBER, 1899.

HOUSE No. 11, GAGE STREET. EIGHT ROOMS.

Apply to J. A. DE CARVALHO, 14, Arbuthnot Road, Hongkong, August 21, 1899. 1881

TO BE LET.

'ST. ANDREWS.'

COMFORTABLE 8-ROOMED RESIDENCE, with TENNIS COURT, situated on the PEAK ROAD, near QUEEN'S CLOUDES.

Apply to 'CLOVELLY,' HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED, Hongkong, August 2, 1899. 1768

TO LET.

A 6 ROOMED HOUSE, with GARDEN and 2 GRASS TENNIS COURTS, near the PEAK ROAD.

Apply to HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED, Hongkong, August 2, 1899. 1768

TO LET.

SEMI-DETACHED VILLA RESIDENCES on BOWEN ROAD (New in course of erection).

PROPERTY lately occupied by the BOWEN ROAD SAW MILLS.

GROUND FLOOR, 32 FEET STREET OFFICES. See 'CHINA MAIL' No. 19.

Apply to MESSRS. MELCHES & CO., HONGKONG, August 22, 1899. 1455

TO LET.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., Hongkong, August 22, 1899. 1455

## OPEN LETTER TO PRESIDENT MCKINLEY.

PLEASE RECALL GENERAL OTIS.

The following open letter to President McKinley was published in the New York Journal on the 18th of June:—

PRESIDENT MCKINLEY.

Dear Sir—We are a Democratic newspaper, but we are chiefly concerned for the good of the nation, and we have often, therefore, incited you to your address, and have given you wise advice at times when you seemed to be in particular need of it. We advised you to fight the Cuban war; we even used some very strong language in speaking of your vacillation and inability, which you doubtless resented at the time, but since then we have seen some good advice now, Mr. McKinley, about the Philippines, and if you will stop to think what a saving thing the Cuban war was for you, you will listen very carefully in the present instance.

Mr. McKinley, you want to be President a second time, and that is not even the second time of the Philippines problem. The best way to do that is to sink all jealousies of possible Presidential candidates, and send the last general in your army to subdue the Philippines. Aguinaldo is a good general, a clever and crafty man, but he is not a statesman. He is a weakling. Everybody knows that. Not know it, Mr. McKinley, or you wouldn't have sent him there. He is too weak to be a Presidential candidate, and there you feel safe, but he is too weak to defeat Aguinaldo, and there you should feel sure.

There is another third, which is absolutely in favor of expansion, which believes that the institutions of this country are the best in the world, and that progress can be achieved by their extension to other lands, which knows that every great nation has expanded, and has given the benefits of its greatness to the largest number of people. These are the strong, energetic, progressive men of the country, the makers of history, but they have the same votes as the dullards.

There has been a class, which approves of expansion if it doesn't cost them anything, which is in favor of progress if it can be had cheap. This class will probably decide the election. This class thinks we have had trouble enough, and wants the Philippine question settled, one way or another, as long as it is settled.

If you should have ended the Philippine trouble you will get the votes of these people for yourself, and their approval for your policy. If you are still playing with Aguinaldo, and Otis, and accomplishing nothing in the Philippines, you will be defeated, and by a Republican, but by a Democrat.

You will be very sorry to find that your country a great national policy will go down with you. The great Democratic policy of expansion will receive a severe setback through Republican inaction.

We are concerned in that, Mr. McKinley. The welfare of the nation is concerned. We urge you to take our advice now.

Act promptly and powerfully in the Philippines. Send our men there, and General, and President, and President.

W. R. REAR.

Captain Sigbee's Story.

In an address at Fall River recently Captain Sigbee, of the Thetis, told the following story illustrative of the fact that naval men make no pretence at being ornate:—

"It is a very difficult situation for me," said Captain Sigbee, "to be required to make a speech, and I am in the situation of an old sailor who was very fond of tea, and was devoted to the people who served it. But this old sailor had no society manners, and had never attended an afternoon tea, and was forced to attend one now. He was in a state of despair, and when he got back to his ship his mates said:—

"Look, did you feel there?"

"I felt like a speck of salt doing crutch work," he replied (laughing and applauding).

"Nevertheless," Captain Sigbee makes a very able address.

New Stock of Pianos by Brinsford, Chapell, Hanke, Allison, Rachals, Robinson Piano Co.

A MOTHER TELLS HOW SHE SAVED HER LITTLE DAUGHTER'S LIFE.

I am the mother of eight children, and have had a great deal of experience with medicines. Last summer my little daughter had dysentery in its worst form. We thought she would die. I tried everything I could think of, but nothing seemed to do her any good. I saw by an advertisement in our paper that Chamberlain's Colic, Cholera and Diarrhoea Remedy was highly recommended and sent and got the very best medicine we ever had in the house. I saved my little daughter's life. I am anxious for every mother to know what an excellent medicine it is. I had known it at first it would have saved me a great deal of anxiety and my little daughter much suffering. It is truly, Mrs. G. F. DUNN, Liberty, N. Y. For sale by A. B. Deane, Watkins & Co., General Agents.

Hongkong Tides.

The Tide Table given below has been compiled by the Naval Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-89.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be about 1 foot below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lanchow Dock, Aberdeen, add 12 ft. 4 in. to the height given in the table.

23rd to 29th August.

HIGH WATER.

Low Water.

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## THE SENSATION OF TASTE.

It would now seem from experiments which have been carried on in the University of Iowa, that we do not taste many of the things which we eat at our daily meals. It is recognized generally that we mostly smell them. If the nose is tightly closed, he will not be able to distinguish coffee from water or weak solution of quinine. This has been proved by experiments made on many persons. Common coffee was said to be water, it was also said to be quinine. Water was said to be coffee. Tea was said to be coffee. Turkey was called pork. Few people were able to distinguish many common foods and drinks when the nose was tightly closed. The conclusion was reached that a person might even practice economy in eating by merely blindfolding the eyes and substituting lead, pork, and beef for butter, turkey, and venison, while if the further precaution was taken to close the nose, weak solution of quinine and which were small. The experiments also on normal subjects, and some of the results were surprising.

There are only four simple taste sensations, namely, sweet, bitter, sour, and salt. It is said by some that there are only two, sweet and bitter. All other sensations, which are commonly called tastes are complex results of the sensations of smell, touch, temperature, and sight. All the sense of taste is much in the sense of smell, which is why we distinguish the various fruits, meats, and drinks depend not upon taste at all, but upon these other senses. Pure sensation of taste add hardly more than a certain emotional element to the complex sensation.

Tauology.

"I can't understand," said the student Young Thing, "what Kipling meant by 'half devil and half child.'"

"Nor I," said the Savant Bachelor, "when both phrases seem essentially the same thing."

In the meantime the small boy harder soon made out that the half was a railway, and he was a freight train."

"I'm right," said a man in discussion with his wife, "but I'm out-talked."

"Why did Spain sell the Caroline islands?"

"No further use for islands; owner going out of business."

"What is gossip?" collected the preacher; and then he answered, "It's putting two and two together and making them live."

Sarcasm.—The cycle is approaching the horse carriage. But I found a piece of primitive time in my German sausage this morning.

RAMBLES, Mandolines, Strings, &c., New Stock American Pianos and Music—Robinson Piano Co.

TROUBLESOME TO THE ARMY.

DURING the civil war, as well as in our late war with Spain, diarrhoea was one of the most troublesome diseases the army had to contend with. In many instances it became chronic and the old soldiers will still suffer from it. Mr. David Taylor of Wind Ridge, Greene Co., Pa., is one of these. He uses Chamberlain's Colic, Cholera and Diarrhoea Remedy and says he never found anything that would give him such quick relief. It is for sale by All Dealers. Watkins & Co., General Agents.

CHINA COAST METEOROLOGICAL REGISTER.

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